

Amendments to the Specification:

Please replace the paragraph starting on page 11, line 30, with the following amended paragraph:

In other respects, figure 5 shows details of the steering mechanism. To this end, what is to be taken from figure 5 is that swivel arm 8 is connected to a gear wheel 36a, ~~wheel 35~~, which is in mesh with a gear wheel 36b. ~~Gear wheel 36b - wheel 36. Gear wheel 36~~ is turned by a steering handlebar 37.

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

Claim 1 (Previously presented): Vehicle comprising a chassis, front wheels each having an axis of rotation, and a suspension assembly for connecting said front wheels to said chassis, said front wheels having variable track widths, said suspension assembly being adapted to allow said front wheels to move transverse to their axes of rotation, but in opposite directions to tilt said chassis, wherein said suspension assembly comprises

a wheel orientation defining rod coupled to at least a first of said front wheels; and

means for pivotably coupling said wheel orientation defining rod to said chassis, said coupling means ensuring that a wheel orientation of said first front wheel defined by said wheel orientation defining rod is essentially independent of movement of said first front wheel transverse to the axis of rotation thereof.

Claim 2 (Previously presented): Vehicle according to claim 1, wherein said wheel orientation defining rod is a steering rod .

Claim 3 (Previously presented): Vehicle according to claim 1, wherein said suspension assembly further comprises a first pendulum arm coupling said first front wheel to said chassis.

Claim 4 (Previously presented): Vehicle according to claim 3, wherein said first pendulum arm is coupled to said chassis at a joint and said coupling means is positioned approximately on a tilting pivot point of said first pendulum arm through said joint.

Claim 5 (Previously presented): Vehicle according to claim 3, wherein said suspension assembly comprises a second pendulum arm coupling said first front wheel to said chassis, and said coupling means is positioned approximately on an axis defined by poles of a suspension mechanism rectangle or trapezoid defined by said suspension assembly.

Claim 6 (Previously presented): Vehicle according to claim 3,

further comprising a cardan joint for coupling said first pendulum arm to at least one of said chassis and said first front wheel.

Claim 7 (Previously presented): Vehicle according to claim 1, wherein said suspension assembly comprises means for adjusting a force acting against said movement of said front wheels and thereby against said tilting of said chassis.

Claim 8 (Previously presented): Vehicle according to claim 7, further comprising means for automatically adjusting said suspension assembly in response to a forward speed of the vehicle.

Claim 9 (Previously presented): Vehicle according to claim 7, further comprising means for manually adjusting said suspension assembly.

Claim 10 (Previously presented): Vehicle according to claim 1, wherein said suspension assembly further comprises a pivotable balance beam coupled to said front wheels.

Claim 11 (Previously presented): Vehicle according to claim 10, wherein said suspension assembly further comprises an adjusting element pressed against a moving element of said pivotable balance beam with adjustable pressing force.

Claim 12 (Previously presented): Vehicle according to claim 11, further comprising a motor for adjusting said pressing force.

Claim 13 (Previously presented): Vehicle according to claim 1, further comprising rear wheels and a second suspension assembly for connecting said rear wheels to said chassis, said second suspension assembly being adapted to allow said rear wheels to move transverse to their axes of rotation, but in opposite directions, in order to tilt said chassis, wherein said second suspension assembly comprises

a second wheel orientation defining rod coupled to at least a first of said rear wheels; and

second means for pivotably coupling said second wheel orientation defining rod to said chassis, said second coupling means ensuring that a wheel orientation of said first rear wheel defined by said second wheel

orientation defining rod is essentially independent of movement of said first rear wheel transverse to the axis of rotation thereof.

Claim 14 (Previously presented): Vehicle according to claim 13, wherein said second wheel orientation defining rod is a steering rod.

Claim 15 (Previously presented): Vehicle according to claim 13 wherein said second suspension assembly comprises a first pendulum arm for coupling said first rear wheel to said chassis.

Claim 16 (Previously presented): Vehicle according to claim 15, wherein said first pendulum arm is coupled to said chassis at a joint and said second coupling means of said second wheel orientation defining rod is positioned approximately on a tilting pivot point of said first pendulum arm through said joint.

Claim 17 (Previously presented): Vehicle according to claim 15, wherein said second suspension assembly comprises a second pendulum arm coupling said first rear wheel to said chassis, and said second coupling

means is positioned approximately on an axis defined by poles of a suspension mechanism rectangle or trapezoid defined by said second suspension assembly.

Claim 18 (Previously presented): Vehicle according to claim 15, further comprising a cardan joint for coupling said first pendulum arm to at least one of said chassis and said first rear wheel.

Claim 19 (Original): Vehicle according to claim 13, wherein said second suspension assembly comprises means for adjusting a force acting against said movement of said rear wheels and thereby against said tilting of said chassis.

Claim 20 (Original): Vehicle according to claim 19, further comprising means for automatically adjusting said second suspension assembly in response to a forward speed of the vehicle.

Claim 21 (Original): Vehicle according to claim 19 further comprising means for manually adjusting said suspension assembly.

Claim 22 (Original): Vehicle according to claim 13, wherein said second suspension assembly further comprises a pivotable balance beam coupled to said rear wheels.

Claim 23 (Original): Vehicle according to claim 22, wherein said second suspension assembly comprises an adjusting element pressed against a moving element of said pivotable balance beam with adjustable pressing force.

Claim 24 (Original): Vehicle according to claim 23, further comprising a motor for adjusting said pressing force.

Claim 25 (Canceled)

Claim 26 (Previously presented): Vehicle according to claim 1, wherein said front wheels are coupled to said chassis with pendulum arms mounted to said chassis so as to be pivotable about axes traverse to the axes of rotation of said front wheels.

Claim 27 (Previously presented): Vehicle according to claim 26, wherein said pendulum arms are coupled to said chassis by cardan joints.

Claim 28 (Previously presented): Vehicle according to claim 26 wherein each of said pendulum arms has a pivoting axis that is vertical when the vehicle is standing on horizontal ground.

Claim 29 (Previously presented): Vehicle according to claim 26 wherein each of said pendulum arms has a pivoting axis that is inclined with respect to a vertical direction when the vehicle is standing on horizontal ground.

Claim 30 (Previously presented): Vehicle according to claim 26 wherein, when said front wheels are at a minimum of said variable track widths, the pivoting axes of said pendulum arms are within an area defined by outer and inner planes defined by outer and inner sides of said front wheels and transverse to the axes of rotation of said front wheels.

Claim 31 (Original): Vehicle according to claim 1, further comprising

rear wheels having variable track widths.

Claim 32 (Previously presented): Vehicle according to claim 31, wherein each of said rear wheels has an axis of rotation and said rear wheels are coupled to said chassis with pendulum arms mounted to said chassis so as to be pivotable about axes traverse to the axes of rotation of said rear wheels.

Claim 33 (Previously presented): Vehicle according to claim 32, wherein said pendulum arms are coupled to said chassis by cardan joints.

Claim 34 (Previously presented): Vehicle according to claim 32 wherein each of said pendulum arms has a pivoting axis that is vertical when the vehicle is standing on horizontal ground.

Claim 35 (Previously presented): Vehicle according to claim 32 wherein each of said pendulum arms has a pivoting axis that is inclined with respect to a vertical direction when the vehicle is standing on horizontal ground.

Claim 36 (Previously presented): Vehicle according to claim 32, wherein, when said rear wheels are at a minimum of said variable track widths, the pivoting axes of said pendulum arms are within an area defined by outer and inner planes defined by outer and inner sides of said front wheels and transverse to the axes of rotation of said front wheels.

Claim 37 (Previously presented): Vehicle according to claim 3, further comprising means for coupling said first pendulum arm to said chassis so that said first pendulum arm swivels about said coupling means.

Claim 38 (Previously presented): Vehicle according to claim 3, further comprising a cardan joint coupling said first pendulum arm to said chassis.

Claim 39 (Currently amended): A vehicle comprising a chassis, a pair of wheels each having an axis of rotation, at least a third wheel having an axis of rotation, and a suspension assembly connecting said pair of wheels to said chassis, said suspension assembly comprising means for causing said pair of wheels to move toward and away from each other ~~in opposite~~

~~directions parallel to their axes of rotation~~ so as to have variable track widths and causing said pair of wheels to move transverse to their axes of rotation, but in opposite directions so as to tilt said chassis.

Claim 40 (Previously presented): The vehicle according to claim 39, wherein said pair of wheels are two front wheels of the vehicle.

Claim 41 (Previously presented): The vehicle according to claim 39, wherein said pair of wheels are two steering wheels of the vehicle.

Claim 42 (Previously presented): The vehicle according to claim 39, wherein said suspension assembly further comprises a pair of pendulum arms coupling said pair of wheels to said chassis.

Claim 43 (Previously presented): The vehicle according to claim 42, further comprising means for coupling said pair of pendulum arms to said chassis so that each of said pair of pendulum arms swivels about said coupling means.

Claim 44 (Previously presented): The vehicle according to claim 42, further comprising cardan joint coupling said pair of pendulum arms to said chassis.

Claim 45 (Previously presented): The vehicle according to claim 42, wherein said suspension assembly further comprises:

a pair of wheel orientation defining rods coupled to said pair of wheels; and

means for pivotably coupling said wheel orientation defining rod to said chassis, said coupling means ensuring that a wheel orientation of each of said pair of wheels defined by said wheel orientation defining rods is essentially independent of movement of each of said pair of wheels transverse to the axes of rotation thereof.

Claim 46 (Previously presented): The vehicle according to claim 42, wherein said suspension assembly further comprises a second pair of pendulum arms coupling said pair of wheels to said chassis, and said coupling means is positioned approximately on an axis defined by poles of a suspension mechanism rectangle or trapezoid defined by said suspension

assembly.

Claim 47 (Previously presented): The vehicle according to claim 42, wherein said suspension assembly further comprises means for adjusting a force acting against said movement of said pair of wheels and thereby against said tilting of said chassis.

Claim 48 (Previously presented): The vehicle according to claim 42, wherein each of said pair of pendulum arms has a pivoting axis that is vertical when the vehicle is standing on horizontal ground.

Claim 49 (Previously presented): The vehicle according to claim 42, wherein each of said pair of pendulum arms has a pivoting axis that is inclined with respect to a vertical direction when the vehicle is standing on horizontal ground.